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SOURCE Kozlekedesi Kozlony.REOPEN TWO RAILROAD LINES TO TRAFFIC

REBUILT LINE TO SERVE STALIN IRONWORKS -- Budapest, Kozlekedesi Kozlony, 16 Dec 51

On 16 December 1951, the rebuilt Pusztaszabolcs-Sztalinvaros railroad line was opened to traffic. Reconstruction of the line, together with the construction of the Stalin Ironworks, was begun in summer 1950.

The principal task of the line is transportation of building materials and, later, raw materials and finished products of the Stalin Ironworks. On the first section of the line, which was completed a year ago, building materials and machinery were transported almost to the site of the ironworks. Construction of the Stalin Ironworks necessitated the transportation of approximately one million tons of materials in 100,000 railroad cars with a load capacity of 15 tons each.

Curves were eliminated and the old line was strengthened during the reconstruction work. More than half of the 27-kilometer track was rebuilt. An almost new line was constructed between Racalmas and Sztalinvaros, resulting in the shortening of the track by 2½ kilometers, and the Adony and Racalmas railroad stations were enlarged substantially. Already, nine tracks have been built at the Sztalinvaros railroad station; these are adequate at present for the transportation requirements. However, the station will be expanded as the construction of the ironworks and of Sztalinvaros progresses.

From the technical viewpoint, the reconstruction of the line caused serious problems of removal, transportation, and utilization of 600,000 cubic meters of earth, and the rebuilding of a number of bridges and viaducts. In addition, 4,000 tons of iron and 120,000 tons of gravel had to be shipped for reconstruction of the 27-kilometer-long line and the 11-kilometer-long station tracks.

BRIDGE, RAILROAD SECTION REOPENED -- Budapest, Kozlekedesi Kozlony, 23 Dec 51

On 23 December 1951, the road and railroad bridge at Dunafoldvar and the rebuilt Dunafoldvar-Solt railroad section were officially opened to traffic.

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The Dunafoldvar-Solt railroad was built in 1937 - 1938, and was in operation from 1939 to 1944, when it was almost completely demolished by the retreating German Army. Along the line, bridges and track structures were destroyed.

Reconstruction of the line was accomplished in two steps. In 1950, the Dunafoldvar-Nagydanahid section and small bridges were restored, and in 1951 the Nagydanahid-Solt section was rebuilt, simultaneously with the construction of the Dunafoldvar bridge.

The Dunafoldvar-Solt line has great economic significance, since it connects Dunafoldvar and Solt directly. It is the shortest route for workers to reach Sztalinvaros.

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